

## POSTSCRIPT.

Dec. 4, 9 o'clock A. M. The bark *Harmony* has just arrived from Ochocka Sea, and reports the loss of the whaler *Natchez*, Capt. Bellows, of New Bedford, in Potter's Bay, Ochocka Sea, on the 7th Oct., while lying at anchor—she had on board 1300 bbls whale and 60 bbls sperm; ship and cargo total loss—officers and crew had barely time to clear the ship before she sunk. Capt. Bellows has arrived in port on board the *Harmony*.

## COMMERCIAL.

THURSDAY, DEC. 4, 1856.

During the past thirty days, since the departure of the last mail for the Coast, trade has been brisk, with considerable inquiry for island produce for supplying the whale fleet in port. There has been no accumulation of produce. The only merchant from vessel arrived is the brig *Escape* with an assorted cargo from Sydney. The cargo was offered at auction on Friday by M. C. Monarrat, and the prices obtained were fair. Since our last issue, we learn that the amount of specie received by the *Francis Palmer* from San Francisco was about \$72,000.

A sale of specie at auction took place last Thursday, which caused some excitement in the money market. The amount sold was \$21,000 and realized a premium of about 5/2 per cent. The sale had the effect of lowering the rate of exchange to about that figure.

We quote the following prices at present ruling for Staples.

Flour—Stock not to demand. Hawaiian holds firm at \$11; very little foreign in market; 1000 lbs at auction on 20th, realized \$13.

COFFEE—Sales at 12 1/2c for green; 14c for old.

SUGAR—Auction sales 3 1/2c @ 6 1/2c; agents prices 6c @ 9c, according to quality.

MOLASSES—Sales at 35c.

PROVISIONS—70 bbls Eastern mess beef sold at \$21.50; none in the market; last sale at \$25.

RICE—Sales at 4c for Manila No. 1; China No. 1 held at 7c SOAP—Sales at 4c @ 7c.

OIL—480 bbls sold at 52c.

LUMBER—Stock large—small demand. The lumber ex Post sold on private terms, not far from cost and charges.

SALT—Hawaiian \$1.50 @ \$1.75 per bbl.

WOOD—Am. oak \$10; Hawaiian \$14 to 16 per cord.

EXCHANGE—Rates nominal, 4 to 6 per cent.

FREIGHTS—For San Francisco considerable competition just now, and rates reduced below the usual figure. We quote \$4 @ \$7 per ton. For oil 6c @ 7c per gallon and primage. Very little offering for U. S.

## OUR SAN FRANCISCO CORRESPONDENCE.

SAN FRANCISCO, Oct. 28th, 1856.

DEAR SIR—Since the sailing of the *Francis Palmer*, we are without further advice from your port. The *Fanny Major* is hourly expected. The French clipper bark *Toucan* sails tomorrow for Honolulu, touching at Honolulu to land the mail from New York of Oct. 20th. The ship *Admiral*, Capt. Green, at Boston, was to sail Oct. 25th, and the *Minerva*, Capt. Beane, had sailed from Liverpool, both for your port. The following clipper ships on Eastern domestic ports have arrived, and an equal number remain still on hand. Recent arrivals have experienced very severe weather off Cape Horn:

Bald Eagle,	119 days from New York.
Arctic,	125 " " " "
Neptune's Car,	136 " " " "
B. F. Hoxie,	140 " " " "
Western Continent,	177 " " " "
Borodino,	189 " " " "
Black Prince,	148 " " " "
John Truck,	141 " Philadelphia.

By the arrival of the whale ship *Charles Carroll*, of this port, off a seven months' cruise, with over 800 bbls polar oil, and 12,000 lbs bone, we learn of the loss of the brig *Terquima*, of Honolulu, wrecked on Shantar Island, cargo and crew all saved. Many vessels had lost anchors and chains. The *Chae Carroll* spoke thirty vessels, whose average catch was rising 800 bbls.

From China, we have dates to Sept. 24 per *Metcor*, 62 days from Hong Kong, where things remain about in *status quo*. Freight to New York \$8 per ton, and fifteen clipper waiting freight. As she brings no large amount of Rice to help conspire for sale, the usual report of a "total destruction of the entire rice crop" was corrected. *Via to Hawaii*.

Via Callao, we have Melbourne dates to August 16th, by which we learn of the arrival of the *Red Jacket* in 82 days from Liverpool. She once made this run in 67 days—the best ever made.

We hear of considerable distress at Puenta Arenas. The market was quite bare of desirable goods, and sales of next year's coffee have been at 37 cents—the best ever made. War was raging vigorous war upon Costa Rica, and had lately received a number of finely mounted brass field-pieces, and a large shipment of Sharps' rifles, both of which were of essential service in the late battle.

Commodore Cornelius Vanderbilt is pushing the Tidewater route rapidly forward to completion, and intends starting this line permanently about Feb. next, when the direct means of steam communication will exist between New York and this. We learn that 50 miles of the 90 miles of crossing is already completed. All Californians hope for a reduction in the present rates of passage. Shipments of specie continue heavy, and our money market somewhat tight. Bankers are not so ready to discount, and lenders require ample security on loans. Several failures have followed closely upon each other, which has lent a gloom to the people on their guard. Five failures the past four weeks have liabilities, exceeding in the aggregate \$500,000. The assets in most cases, small and visionary. The present run, it is hoped will bring a great supply of *debt* from the mountains.

Our full trade has been more uniform than formerly, but the aggregate is believed to be in excess of last year's transactions. In merchandise our prices are much the same, excepting a few speculative articles. Our present quotations are as follows, viz:

BUTTER—Stock very heavy, sales at 23c @ 35c. During the last ten days 12-50 packages have been added to our stock.

LARD—Sales in the 24c; also, 100 cases to arrive per *Interpel*, now 120 days out, at 20c @ 1b.

BACON—Extra clear sold at 22c; sales of ham at 15c @ 15c.

PORK—Clear \$38 @ \$35.50; halves at \$20; mess \$35 @ \$35.50.

BEANS—Mess \$15 @ \$15.50.

CANDLES—Stock increasing and prices giving way; stock in transit heavy; sales of adamantine from 22c @ 31c; inferior do at 27c.

CHEESES—In bond, 200 M sold at \$13.60 No. 2's; also, 100 M No. 3 at \$10.

GUNNY BAGS—Heavy sales at 14c, since which 10c has been realized.

SUGAR—Crushed 15c; loaf 14c; China No. 1 9c; New Orleans 11c.

SRUP—East Boston, 200 kegs sold at \$1 1/2 gallon.

FULL—Stock too heavy, but per *Voyager* sold at 10c cash.

RICE—China No. 1 6 1/2 @ 6 1/2c; Carolina 5c.

OIL—While, the catch of the *Alice Frazier* sold at 51c; for a part of the *Carroll's* Tacha has been offered and refused.

The *Frontier* of San Francisco has arrived adding 400 bbls to our stock; sperm no sale—the lot per *A. Frazier* is being shipped to New York per *Flying Cloud*.

STAPLES—TUESDAY. Prices nominal and fluctuating between \$1.40 @ \$2. Speculators are trying to control the market.

My next will probably be by the *B. F. Hoxie* en route for China, or the *Voyager* for Australia. Referring to printed prices current herewith for general shipping. I remain your most ob't serv't,

C. W. B.

## LATEST DATES, received at this Office.

San Francisco,	Nov. 17	Paris	-	Oct. 1
Panama, N. G.	-	Nov. 10	Hongkong	-
New York,	-	Nov. 29	Sydney, N. S. W.	-
London	-	-	Tahiti	-

## Ships Mails.

For San Francisco, per *Francis Palmer*, Dec. 6.

For LAHAINA, per *Kamoi*, to-day.

For Hilo, per *Manukawai*, Saturday.

For KAUAI, per *Exco*, to-day.

## PORT OF HONOLULU, H. I.

(For full reports of Arrivals, see Shipping List on 4th page.)

Nov. 27—Chilean by *Escape*, 6250, 25 ds fm Tahiti.

27—Am sh *Crystal Palace*, Simmons, fm Lahaina, loaded with oil, sailed 20th for New Bedford.

28—Haw. sch *Favorite*, fm Lahaina and Kahoolawe.

28—Fr sh *Salamanca*, Chaudron, fm Lahaina, sailed same day to cruise.

29—Am sh *E. F. Mason*, Jernigan, fm Lahaina, 1150 wh, 17,000 bone. The *E. F. Mason* comes to load oil for the United States.

29—Am sh *Gen. Williams*, Miller, fm Lahaina.

29—Am sh *Robt. Hood*, McGilley, from Ochocka, 700 wh, 10,000 lbs bone.

29—Bk Canton Packet touched off this port from Hilo, and sailed same day for New Bedford.

29—Am wh *Br. President*, Hamilton, 11 mos. out, 800 whale, 14,000 bone.

30—Am wh *Sh. Montpelier*, Macomber, 500 wh, 7000 bone.

1—Haw. sch *Kanehahana* IV, Gullik, fm Kauai.

1—Fr bk *Tourmay*, Moreau, 12 ds fm San Francisco, with U. S. mail—sailed same day for China.

1—Am wh *Ontario*, Tooker, fm Lahaina.

3—Haw. sch *Exco*, Antonio, from Kauai, with 27 head cattle.

3—Sch *Manukawai*, Beckley, from Hilo.

## DEPARTURES.

Nov. 28—Am wh *Electra*, Brown, for New London.

Dec. 1—Sch *Favorite*, for Lahaina.

Dec. 1—Sch *Salamanca*, for Kauai.

2—Am wh *George & Mary*, Walker, for New London.

## MEMORANDA.

Ship *Three Brothers*, on her passage from the Ochocka Sea, lost a Portuguese named Jose overboard, during a gale of wind. Also, a native of this Island died at Shantar Bay.

Ship *Jirah Swift* was run into by ship *Junior* at Lahaina while coming to an anchor, carrying away bowsprit and starboard bow.

Ship *Warren* lost foremast, jib and flying jib-boom, main topgallant mast, and bowsprit stove during a gale of wind in Ochocka Sea; repairing.

## SPECIAL BUSINESS NOTICE.

Persons desirous of mailing papers, can procure them at our counter nearly done up in wrappers, five copies for 50 cents, or twelve copies for a dollar.

TERMS.—Six Dollars per annum. Single Copies 12 cents each.

AGENTS FOR THE COMMERCIAL ADVERTISER.

Lahaina, Maui. - C. S. BARTON, Esq.  
Makawao, E. Maui. - L. L. TORBERT, Esq.  
Hilo, Hawaii. - Capt. J. WORTH.  
Kauai, Hawaii. - Capt. J. A. LA W.  
Kona, Hawaii. - THOS. H. PARIS, Esq.  
Koloa, Kauai. - Dr. J. W. SMITH.  
San Francisco, Cal. - L. P. FISHER, Esq., Mer. Ex.  
New Bedford and U. S. - R. LINDSEY, Ed. Ship List.

## THE PACIFIC Commercial Advertiser.

THURSDAY, DECEMBER 4.

THE North Pacific still continues beyond a question, to be the most profitable cruising ground known, and at least three-fifths of all the vessels engaged in the whale fishery annually visit it. The remaining two-fifths of the fleet are scattered over the North and South Atlantic, South Pacific and Indian Oceans, each captain having usually some resort where he has generally been successful in taking whales, but where others might fail to find them. As late as the year 1800, we believe, two hundred barrels of oil was reckoned as a high average for the season's catch for vessels engaged in the whale fishery, but the cruising grounds then were mostly in the North and South Atlantic; but the average for the North Pacific fleet for the past five years is above 1000 bbls to each vessel. There can be no doubt that it is the most lucrative branch of business which is now carried on, and in a future number of our paper we shall endeavor to show that it is the safest and best business that the merchants of these islands can engage in.

The whaling season of 1856 has now nearly closed. There will probably be from fifteen to twenty arrivals of whalers yet. The season at the North has on the whole been a good one, though a great deal of ice was met, and whales were very shy, running for the ice fields at the first alarm. The captains, officers and crews, we learn from several sources, have never before worked so hard for their owners as during the past season. Those who have never witnessed them know but little of the zeal manifested by the sailors. They don't like to return to port with a small catch, and the competition, where so many vessels are together, is often great. Boats crews frequently lay out all night on the border of the ice, in order to be at hand and strike the first whale that might appear in the morning, and frequently one animal is chased by several ships' boats at the same time.

We have prepared for the mail which leaves this week for the United States, as full a statement of the catchings of the fleet as can be made out up to this date. A few vessels to arrive may change the average we now give. The number of arrivals given in our list is about the same as last year at this date, but the fleet cruising in the North Pacific this year is probably forty or fifty vessels less than either of the four previous years. We give below in separate columns, the total season's catch and the total amount on board, and would remark that whale ships generally haul about ten per cent less than they actually have on board, which amount, it is supposed, their cargo will lose by leakage, before reaching home.

It will be seen that the average for this season thus far is 830 barrels oil and 10,000 lbs. bone to each vessel. This average will probably be increased by the few vessels yet to come in. We give also in the table below the average annual catchings of the right-whale fleet for five years, or as far as our data go back:

Year.	Oil.	Bone.	Season's Catch.	Amount on Board.
1852	78,500	1,171,000	1,249,500	1,249,500
1853	84,500	1,200,000	1,384,500	1,384,500
1854	85,500	1,250,000	1,435,500	1,435,500
1855	86,500	1,300,000	1,486,500	1,486,500
1856	87,500	1,350,000	1,537,500	1,537,500
<b>Five Years</b>	<b>423,000</b>	<b>6,271,000</b>	<b>6,694,000</b>	<b>6,694,000</b>
<b>Annual Average</b>	<b>84,600</b>	<b>1,254,200</b>	<b>1,338,800</b>	<b>1,338,800</b>

\* No report is obtainable for these years.

† The season's average is obtained by adding the sperm and polar together, calling one barrel of sperm equal to two and a half of polar.

## PORT OF LAHAINA, MAUI.

### ARRIVALS.

Nov. 17—Am wh *Sh. Roman*, Devoll, 800 wh, 12,000 bone, from Ochocka.

19—Am wh *Sh. Metcumb*, Tinker, 1,100 wh, 14,000 bone, from Japan.

19—Am wh *Sh. Junior*, Andrews, 450 wh, 5000 bone, from Ochocka.

21—Am wh *Sh. Metcumb*, Woodbridge, 700 wh, 8000 bone, from Ochocka.

21—Am wh *Sh. Olympia*, Ryan, 1250 wh, 16,000 bone, from Ochocka.

29—Am wh *Sh. Euphrates*, Kilmer, 1400 wh, 18,000 bone, from Ochocka.

Dec. 1—Am wh *Sh. Lydia*, Leonard, 30 sp, 100 wh, fm Ochocka.

### DEPARTURES.

Nov. 18—Washington, Holly, cruise and home.

18—Wm. C. Nye, Soule, for New Zealand.

19—Wm. Thompson, White, to cruise and home.

22—Cor. Howard, Lacy, to cruise.

22—Salamanca, Chaudron, to cruise.

23—American, Jernigan, for home.

23—Crystal Palace, Simmons, for New Bedford.

23—General Scott, Clough, to cruise.

23—Majestic, Percival, to cruise and home.

27—Omega, Hawes, to cruise.

### PLACES OF WORSHIP.

SEAMEN'S BETHEL—Rev. S. C. Damon Chaplain—King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 7 P. M. Seats free. Sabbath School after the morning services.

PORT STREET CHURCH—Services at present in the Court House, up stairs—Rev. J. D. Strong, Pastor. Preaching on Sundays at 11 A. M. and 7 P. M. Seats free. Sabbath School meets at 10 A. M.

METHODIST CHURCH—Nathan avenue, corner of Tenth street—Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 7 P. M. Seats free. Sabbath School meets at 10 A. M.

KING'S CHAPEL—King street, above the Palace—Rev. E. W. Clark, Pastor. Pulpit supplied at present by Rev. Messrs. Armstrong and Bishop. Services in Hawaiian every Sunday at 9 A. M. and 3 P. M.

CATHOLIC CHURCH—Fort street, near Beretania—under the charge of Rt. Rev. Bishop Maigret, assisted by Abbe Moteste. Services every Sunday at 10 A. M. and 2 P. M.

SMITH'S CHURCH—Beretania street, near Numa street—Rev. Lowell Smith, Pastor. Services in Hawaiian, every Sunday at 10 A. M. and 2 P. M.

### PLACES OF AMUSEMENT.

ROYAL HAWAIIAN THEATER—Corner of Hotel and Alakea streets—Messrs. Graves & Wilder Managers. Performances every night in each week.

ROWES PIONEER THEATER—Corner of Numa and Hotel streets—(Messrs. Rowe and Smith, Proprietors.) Performances every evening.

### VESSEL SUPPOSED TO BE LOST.—Capt. McGinley,

of the whaleship *Robin Hood*, picked up, about Nov. 1st, in N. Lat. 45, Long. 180, a ship's rail, which he brought into port, and on inquiry finds that it does not belong to any vessel that is here. Capt. Miller of the ship *Gen. Williams*, also saw, in about the same latitude and longitude, a main mast "head," but as the sea was rough, could not secure it. The "head" or "cap" of a lower mast is a part of a vessel not likely to be lost, except after serious damage. Fears are entertained here that the whaling bark *Italy* of Greenport may have met some disaster, as she left the Kodiak some three months ago for this port, but has not been heard of since. She had about 700 bbls of oil this season.

### NUKAHIVA, Marquesas Islands, Oct. 1, 1856.

Sir,—You have probably seen in Honolulu many of the whale ships which called at this place in the Spring for wood and recruits. For some months we have had only the *Walter Scott* from Edgartown, Capt. Collins, seven months from the United States on a sperm cruise, which remained here from the 17th to 30th of July. You probably heard also of the loss of the *Pantheon*, Capt. Hazard, a sperm whaler, which was burnt off this island and was fortunate enough to run ashore in one of our bays, where the crew and cargo, with about 240 barrels of oil were saved. This event took place on the 21st of March, 1856.

After a very long absence from home, I am about to leave this place, but I will make good recommendation to my successor for the blanks you sent for the whalers and merchant ships touching at this place.

M. JOUAT, Lieutenant.

To H. M. Whitney, &c.

keeping the casks wet and when they are handled it should be done by those who are accustomed to it. But there is another view of the case which is generally overlooked. Captains of whale ships prefer usually not to ship their oil home, unless they have taken a large catch, or the owners are anxious to have the shipments made and realize on the cargo. And even when shipments are made, they prefer to send by whaleships rather than place their cargoes in the charge of persons who are not accustomed to take care of oil. Hence this fall, fully one-half the oil shipped to the U. S. goes by whalers.

TO OUR PATRONS IN THE UNITED STATES AND EUROPE.—This number of the *Pacific Commercial Advertiser* and *North Pacific Whalers' Shipping List*, is a fair sample of the sheet we shall endeavor to furnish hereafter, if our efforts are seconded by those for whose benefit we have undertaken the enterprise. We shall not be able always to present the same amount of commercial news, for during the summer season, from May to August, there is generally but very little news received here from whale ships. Still, as our journal will be specially devoted to giving ship news, all authentic marine information that reaches these islands will appear in it. Merchants in the United States may deem our terms very dear, compared with those of our New Bedford contemporary, but should be recollected that all our materials, type, paper, ink, &c., are imported from Boston or San Francisco, at much expense, and labor demands about double the compensation here. We rely in some degree on merchants in the United States to support our enterprise, and we think our arrangements are such (with regard to the postage as well as the commercial news department of the paper) as to give satisfaction to such as may become our patrons. Masters and officers of whale ships have assured us that they will aid us in furnishing reports of all vessels that they may speak or hear from in their cruises, and have thus far assisted us very much in our undertaking. Those who may wish to subscribe for the *Commercial Advertiser*, can either remit bank bills or coin direct to us by mail, prepaid to San Francisco, or leave their orders with BENJ. LINDSEY, Esq., Editor of the *New Bedford Shipping List*. The *Commercial Advertiser* will be sent for one year, postage paid for \$7.50, to the United States or Europe.

EXCHANGES.—The last mail from New York brought us a good supply of valuable exchange papers and magazines to which the *Commercial* had been forwarded. We would here thank the publishers of such papers as have consented to exchange with us, and will endeavor to see that our paper is forwarded regularly in return. It should be borne in mind however that our mail communication with San Francisco is quite irregular—and that sometimes for five weeks, as in the present instance, we are without any means of sending to San Francisco. On the other hand, we are sometimes six weeks, without any mail from New York, and in such cases, a large number of exchanges becomes our reliance in furnishing miscellaneous and foreign news for our local subscribers.

## NOTES OF THE WEEK.

We have taken considerable pains to make our Shipping List on the 3rd page correct, and have during the past week sent on board each whalship in port, (of which there are some sixty or more) in order to rectify any errors in it. We think it will be found reliable.

On our fifth page will be found a thrilling account of the loss of the steamer *Vinagara* on Lake Michigan, and the heroic act of a female passenger rescued.

Last Friday was the Anniversary of the recognition of Hawaiian Independence. The day passed off very quietly. In the evening the palace was thrown open to residents and strangers and their Majesties were present. The arrangements for the evening were very complete, the erection of a tent for the dancing is a decided improvement on having it as formerly in the palace itself. Perhaps a little more regard to the etiquette due to representatives of foreign governments would not be amiss. We understand that some offense was taken at the careless manner in which the cards for the ball were addressed to Consuls. By-the-by would it not reflect more credit to the government, if the cards of invitation to visitors at the palace were executed with more skill. The shabby style of the last was remarked by everybody.

THE WRECK OF THE NAUTICUS.—The weather for the past few days has been very favorable for wrecking this vessel, an account of the loss of which we gave last week, and about all her oil (2300 barrels) excepting a few barrels stove in, has been landed safely. An auction of stores saved from her was held last week, and the prices obtained were high. It is barely possible, should the weather continue calm, that the hull which is very strong, will be got off and towed into port. The loss to the underwriters will probably not exceed three-fourths of the insurance on the vessel, and one-fourth on the cargo, or a total of about \$35,000.

We omitted to mention in our last that His Majesty the King was unanimously elected President of the Sailor's Home Society, on the 21st November, and His Honor, Chief Justice Lee, Vice President.

CONCERT.—We call attention to a Concert, which will come off next Monday evening, at the Court House, for the benefit of the Sailor's Home. It is to be under the management of E. G. Beckwith, Esq., President of Oahu College, whose ability to conduct affairs of this kind is well known. We are not prepared to announce to programme, but from a glance at the pieces talked off, we are fully confident the Concert will be worthy of the patronage of the public. We hope there will be a full attendance.

TICKETS \$1 each, and for sale at Mr. Whitney's Book Store, Dr. Hoffmann's office, Dr. Smith's (Dentist) office, by the Trustees, and by a Committee of Ladies appointed at the late meeting of the Trustees.

R. H. THEATER.—The entertainments presented have been varied, and have received much commendation. The bill for Tuesday night embraced a variety of novelties that were witnessed by a large audience, and the performances were received with much eclat. To-night Mr. Kingsland takes his first benefit in Honolulu. He deserves, and will doubtless receive, a bumper from the patrons of the drama.

Rowe & Co.'s Circus.—This company has given exhibitions to crowded houses every night since they opened. Their performances, in many respects, are entirely different from anything heretofore seen on these islands. Some well known old favorites are attached to the company that have previously visited Honolulu. Doubtless the proprietors